

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 8.2.38.

When handed in at Local Office 8.2.38

Port of HAVRE

No. in  
Reg. Book.

Survey held at HAVRE

Date, First Survey 3<sup>RD</sup> FEB.Last Survey 7<sup>th</sup> Feb.

1938.

22824 on the ~~Wood, Iron or Steel~~ Sc. "CITY OF KIMBERLEY"

TONNAGE:-

Built at West Hartlepool

By whom W. Gray &amp; Co Ltd.

When 1925 - 4.

GROSS 6169

UNDER DK. 5883

NET 3954

Owners Ellerman &amp; Bucknall SS. Co. Ltd. Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to London.

Surveyed Afloat or in Dry Dock? Afloat

Name of Dock

Destined Voyage DNK./U.K. Port.

WB=CellD BordBa

feet; uE&amp;B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 15774 Port HA

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

CHARACTER.  
\* for Special Survey.  
Date of last survey and of Periodical Surveys.

\* 100 A1.

108.37.

SS. BEL. No. 2. - 33.

SS. NWC. No. 3 - 5, 37.

FITTED FOR OIL FUEL 4.25 F.P. ABOVE 150°F.

Machinery and Boiler surveys (including date of N.B., if any).

\* LMC.

MS. 5.37.

BS. 8.36 11.37

CL. 8.35.

10.37

Society's Freeboard (if assigned) as painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom? No.

REPAIRS, OR EXAMINATION AS PER RULE, FOR LEAKAGE IN No. 2 HOLD.

Examined vessel for leakage in No. 2 hold, stated to have developed on 23<sup>rd</sup> January 1938, when at sea. On arrival at Oran for bunkers 24<sup>th</sup>/25<sup>th</sup> January, Lloyds Agent Notified & Surveyor Called in assisted by Diver when it is reported that leakage was noted at two places on the port side of No. 2 hold abt the forward bulkhead. Temporary repairs were carried out by Diver but leakage was again noted after passing Cape St Vincent, necessitating pumping each watch.

NOW DONE: 11.20 am. 3.2.38. No. 2 hold bilges sounded as follows:— Port side, dry. Starboard side 6". Slight list to Starboard draught fwd 20'-6" aft. 23'-6". It was arranged to resound the bilges after 24 hours without again pumping the No. 2 hold bilges.

11.20 am. 4.2.38. No. 2 hold bilges re-sounded:— Port side dry. Starboard side 10 1/2". Slight list to Starboard

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								P.T.O.
Removed and Paired or Repaired								
Paired or Repaired in place								

PRESENT CONDITION OF THE

State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt). When put on, Month Year
State if Tanks now tested	Dbng. Plates under Sounding Pipes	Boats
Bulkheads	Engine Room Skylights	Masts, Yards, &c.
Ceiling	Coal Bunkers, Open'gs, Bids, &c.	Condition, how ascertained (State if wedges removed)
Cement or Asphalt (State which.)	Coal Bunkers	Sails
Rudder	Scuppers	Equipment letter
Steering gear and its connections	Cargo Hatchways	Anchors, No. of
Windlass	Hatches	Chain Locker
Have pumps now been examined and found efficient?	Planking of Wood Vessels	Cables (State if now ranged)
Have Sluice Valves now been examined and found efficient?	Caulking ditto	" length (on board) mean diamr.
Have Watertight Doors now been examined and found efficient?	Treenails ditto	" Rule length size
Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson ditto	Hawser & Warps
	Transoms Pointers, & Crutches ditto	Standing and Running Rigging
	Timbers of Frame at openings ditto	
	Ditto Ditto at other places ditto	
	Stringers, Clamps & Shefts ditto	
	Salting ditto	
	(State if examined.)	

General Observations, Opinion as to Class, Recommendation, &amp;c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss. No. 1-24 and ptnd24, &amp;c."

This vessel is eligible in my opinion to remain as classed without fresh record of survey subject to examination in drydock at U.K. port where now bound via Dunkirk, before loading another cargo & all outstanding repairs being carried out as previously recommended elsewhere.

Survey Fee (per Section 29) £ : :  
Special Damage or Repair Fee (if any) (per Sec. 29) Fcs. : 600 :  
Travelling Expenses (if chargeable) £ : 50 :  
Second Surveyor's Fee (if any) £ : :  
Committee's Minute  
Character Assigned

Fees applied for,

8.2.38

Received by me,

19

Fcs. 650.

Surveyor to Lloyd's Register of Shipping.

TUE. 1 MAR 1938

Lloyd's Register

013449-013453-0092



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

The vessel was again soundered on completion of the discharge of the Above Cargo at 4.15 pm. 7.2.38 N<sup>o</sup> 2. P. bilge 8½" S. bilge 16" with draught fwd 14'-6" aft 19'-8" & c. 5'-2 by the Stern, the bilges in the meantime stated not to have been pumped out since 11 am. on the 3<sup>rd</sup> Feb.

Internal examination as far as practicable was made in No. 2 hold after 14000 portion of Cargo had been discharged. Looking down between bagged Cargo, between Cargo battens & the ship's side, slight leakage was noted at lower seam of the 5<sup>th</sup> strake below the upper deck sheer strake on the port side, between the forward bulkhead & the 8<sup>th</sup> frame space abaft, probably 3 ft. below the water level.

In my opinion the vessel is in safe condition to continue her voyage to the U.K. where it is recommended that examination in dry dock should be carried out.

ANCHORS.

### *If Stockless, state Mechanical Tests*

## CHAIN CABLES.

Iron Stream Chain }  
or Steel Wire.... }